Dyspepsia

self destruction. Distress after eating, sick head-

sche, heartburn, sour stomach, mental depres-

sion, etc., are caused by this very common and

increasing disease. Hood's Sarsaparilla tones tae

stomach, creates an appetite, promotes healthy digestion, relieves sick headache, clears the

mind, and cures the most obstinate cases of dys-

"I have been troubled with dyspepsia. I had

but little appetite, and what I did cat distressed

me, or did me little good. In an hour after eating

I would experience a faintness or tired, all-gone

feeling, as though I had not eaten anything.

Hood's Sarsaparilla did me an immense amount

of good. It gave me an appetite, and my food

relished and satisfied the craving I had previously

all-gone feeling. I have felt so much better since

I took Hood's Sarsaparilla, that I am happy to

recommend it." G. A. PAGE, Watertown, Mass.

Hood's Sarsaparilla

Sold by all druggists. \$1; six for \$5. Prepared only

by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

100 Doses One Dollar

experienced. It relieved me of that faint, tired

pepsia. Read the following:

N. B. Be sure to get only

THE

## THE WHOLE SYSTEM TIED UP

Street-Railroad Strike Is On in Dead Earnest, with No Signs of Compromise.

Drivers, Motormen and Conductors Stand Togetherand Say They Will Fight It Out on This Line to the Bitter End,

While Mr. Frenzel Is Just as Determined and Says He Will Fill Their Places.

Exciting Scenes on Illinois Street Yesterday Afternoon When the Company Attempted to Run Some of Its Cars.

Brotherhood Sends a Committee to Chicago to Appeal to the Directors.

Formal Statements Made by Both the Employes and the Officials of the Company-Incidents of the Day.

THE PEOPLE ARE WALKING. Street-Car Strike On and the Whole System

Tiea Up Tight. HE Indianapolia people walked yesterday, and appreciated thoroughly the advantages of having all the cheap transportation facilities of a large city in the hands of a single company. This single company is now mixed up in a difference of opinion with its men, and is likely

for some days. The whole street-railway system is tied up, and is likely to stay tied up for at least a day or two. And just so long the people who can neither afford carriages or bicycles, nor stay at home, will continue to walk.

to stay mixed up

The people were very cheerful about it yesterday. Those who believe the men were right stood it, or rather walked it, philosophically, and swore at President Frenzel, while expressing the hope that the men would stick to it, and keep the system tied up until he either gave in or something else turned up. On the other hand, the smaller number, who sympathized with the company, were also philosophical and took it out in swearing at the men. Briefly, the situation may be summed up thus: The drivers, motormen and conductors to man went on strike yesterday morning. While they did what they could to prevent any cars from being run out, they attempted neither personal violence nor destruction of property. At noon they were formally discharged. In the afternoon five cars were run out, three from the College-avenue barn, one from Thirteenth street and one from Irvington. All but one were stopped and hustled into the Louisiana-street power-house. The Central and all affiliated trades-unions are supporting the strikers. The men have appointed a committee of three to go before the Chicago directors and present their case. President Frenzel says the cars will be

WATCHING THE BARNS.

running to-day; the men and their friends

None of the Men Would Take Cars Out-All the Strikers Discharged.

say they will not.

When the meeting in the Griffith Block adjourned, at 4 o'clock, the men were all instructed to report at the various barns at the usual time of taking out cars, and before daybreak they could be seen congregating in groups and walking toward the stables.

The arrangement previously decided upon was that the men at each barn should be in charge of a temporary captain, and the order was that not a car should be allowed to be taken out. The captains selected were as follows: Louisiana-street stables, James Hadley: Shelby street, John Riggs: College avenue, H. Husten; Thirteenth reet, William McGuffey; New Jersey street, William O'Donnell; West Washington street, Hett; Brightwood, E. Hall; Irvington, Kennedy.

At the different barns, as the regular time for starting cars approached, there began to appear signs of life, which were augmented by the groups of employes who began to gather. The men in charge of the barns went through the preliminary of calling the names of the employes



MARTIN M. DUGAN. President of the Brotherhood.

asking them if take their care to case the answer was the same; nobody was willing to undertake the task. Saturday evening the company had taken the precaution to notify the men who do not have regular runs to report for duty yesterday morning. Most of them were on hand, but no disposition was shown on their part to handle cars. The time for starting cars on the various lines. The vigil was kept up, however, and up to noon not a car had been started.

Captain Hadley, at the Louisiana-street barns, said to a Journal reporter: "We do not intend to let the company run any cars. I suppose the officers of the road will try to get out a few

ABOUT THE BARNS IN THE MORNING. During the morning pedestrians passing | moters of the scheme. the barns were subjected to surveillance, for fear they might prove to be men sent to take out cars, and one captain even went so far as to suspect a Journal reporter of having a desire to dally with a

-

asphalt of Tennessee street. There were not lacking the subjects of numerous jokes, either, to keep the spirits of the men up to the jubilant point. Drivers and conductors with rich Irish brogues and kind hearts felicitated themselves on the fact that the mules would for once get a much-needed rest, and especially one brute, known by every body as the laziest mule in the employ of the company, by name "Die Dipper," was the recipient of many earnest congrat-

About 8 o'clock the drivers, motor-nen and conductors who were about the barr s and in the offices, where glowing fires gave forth an inviting look, began to wonder when President Frenzel would be down. There seemed to be an anxiety on the part of everybody to know what he would do. They were not called upon to wait long in suspense. In a short time the following notice had been posted up in every barn in plain view: JAN. 10, 1892.

Notice to Foremen of Stables: Request all persons not at work for the com-pany, or willing to go to work under the rules of the company, to leave the premises. No one should be allowed to loaf in your barn or office, or upon the premises belonging to the company. Take down the names of those willing to go to work under the rules of the company, and allow them to remain in your waiting-room.

J. P. FRENZEL, President. THE STRIKERS DISCHARGED. The instructions contained in the above were not carried out to the letter. The men, or at least those who so desired, remained in the outer offices and were not molested. The notice did not receive much comment. In a short time another notice was posted up, as follows:

JAN. 10, 1892. Notice to Drivers, Conductors and Motormen: Drivers, motormen and conductors not reporting for duty, or willing to go to work under the rules of the company, by 12 o'clock, noon, of this day, will be considered as having quit the employ of the company. The foremen of the various stables have been requested to take down the names of all those willing to go to work under the rules of the com-pany and allow them to remain in the foreman's office or waiting-room. The foremen have also been instructed not to permit others to remain in the office, waiting-room or on the company's premises. These prevented by sickness from re-porting are excused from the above.

The pay-rolls will be made up to-day, and

J. P. FRENZEL, President. This very plainly meant that Mr. Frenzel had no intention of giving in, and it became at once a question of endurance.

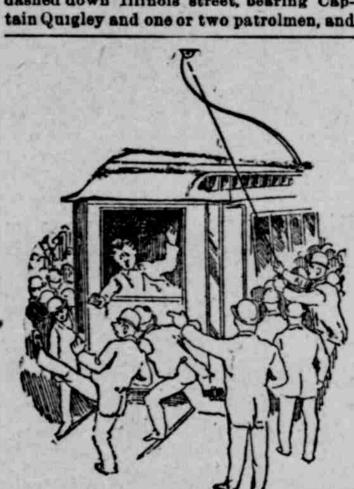
those quitting work as set out above can receive

their wages to-morrow morning.

A TYPICAL STRIKE SCENE, Big Excitement Caused by the Efforts to Stop a Car.

At 3:45 o'clock yesterday afternoon strange scenes were presented in the down-town portion of the city. On Ohio street, marching west from Pennsylvania, came a funeral procession with solemn tread. On Washington street, coming east, was a motor car, in which three stalwart policemen were standing up. They were there to see that the motorman in charge was not interfered with. Near Pennsylvania a crowd of strikers and others ran out into the street and scrambled on to the car in an endeavor to get possession of it. For a minute or so the car was at a standstill and then it came on toward the transfer car, followed by a howling mass of humanity, hooting at the motorman and hurling opprobrious epithets at him and the others

Shortly before that the patrol wagon had dashed down Illinois street, bearing Cap-



this incident had attracted still greater numbers to the already large crowd occupying the streets. The scene, so far as the crowd was concerned, presented the phase of a circus day or some equally momentous event. On came the motor car, and as it approached the transfer car the great crowd massed itself across Washington street, stretching back into Illinois. From the business blocks and hotels in the vicinity scores of excited heads were either protruded or pressed against the window panes to catch a full glimpse | and Superintendent Lewis, by which of the scene. When opposite the transfer | the cars were run by strikers to the barns, and front ends of the motor, and in less time than it takes to tell it the trolley rope was firmly in the possession of a strongarmed brotherhood man. With one jerk he loosened it from the wire overhead and the car came to a stand-still.

In a moment it was surrounded by a pushing surging mass of heterogeneous humanity. Some were strikers and some were not. Twenty strong shoulders were at once placed against the sides of the car and without the aid of electricity the car was pushed around the

curve on to Illinois street. While this was being done an excited road boss had his head pushed through the rear vestibule window making frantic efforts to adjust the trolley to the wire overhead. His face was upturned. Upon his head rested a brand new stiff hat. As the car was being pushed around the curve the hat rolled off into the dusty thoroughfare. Here was an opportunity of a life-time. Taking a stride forward a stalwart fellow, evidently an ex-foot-ball player, took aim and fired. Up the hat sailed, higher and higher, and then gradually made a graceful descent, at the same time keeping in perfect step with the car, which was being pushed toward its destination on a double quick. Ere it reached the smooth pavement another foot was elongated, and the road "dicer" again trailed in the dust. When some good Samaritan fin ally tossed the hat to its frantic owner it resembled the head-gear of a financiallyembarrassed tie-expounder.

By this time the crowd had been swelled until it numbered thousands, and down Illinois street it swayed like a discontented hurricane. Everybody was on the run. Men, women and children joined in the chase, and the strikers were outnumbered ten to one. On the crowd went, pell-mell, like a herd of Texas cattle on a wild stampede. Just before the turn was made at Louisiana street, somebody cut the trolley-rope. On Louisiana street, between the street-car barns and the train-sheds, an immense crowd was in waiting, and the approach of the motor and its human contingent was welcomed with wild hurrahs. Before the barn was reached the car came to a standstill, and those in charge could not budge it another inch. It is said that some one, not a striker, blocked its course in some way. That was the last car which it was at-

tempted to run yesterday.

After the crowd had yelled until it was hoarse, and surged and sputtered until it cars and if they do we will see that they don't go far. If an attempt is made to for a time, approached the sublime, began man the cars with 'scabs' there will be to give way, and the atmosphere wafted had grown dizzy, the enthusiasm, which, for a time, approached the sublime, began from the Aurora Borealis got in its work. In a half hour the crowd had dwindled until none were 'eft except the original pro-

ATTEMPTS TO MOVE CARS.

A Few Were Gotten Out of the Barns but Only One Finished Its Trip. The absence of ell cars on the streets

when the first electric car was seen coming to the transfer-car, down Massachusetts avenue and Pennsylvania street, and after passing the transfer car to the Louisiana-street barn, thousands quickly learned the news and began to move in the direction of the car. The cold seemed to have lost all terrors in the promise of excitement. The promise, it is certain, materialized in moments of intense excitement, when car after car arrived and were captured by the strikers.

The first car was started from the Collegeavenue barn at about half past 2 in 6the afternoon. Two attempts in the morning. with Treasurer Anderson at the motor, were unsuccessful. The men seized the troiley and cut off the power. The attempt was thereupon given up at the time. Superintendent of Police Colbert was telephoned for, and soon responded by sending a wagon-load of officers to the barn. The car was then successfully sent upon the round trip, which was not destined to be completed. The strikers simply stood back in deference to the badges, buttons and blue. But the situation was quickly telephoned to the men at the Louisiana-street barn. Under the system of organization, which seemed unusual in the brotherhood, and which approached perfection, communication was arranged for so successfully that the men



President of the Company.

at one barn knew very soon what had been done at every other. Each barn had a captain, through whom the road officers were to communicate with the men. It was, car, driven by a road officer named Griffin, made its appearance at the Union Station. A shout that it was coming caused a precipitate rush of the crowd to meet it at the curve.

FRENZEL AN INTERESTED SPECTATOR. The confusion called the attention of President Frenzel and other employes in the general office in the Fair Block on the corner, and from a third-story window the head of the company viewed the turbu-

No effort was made to stop the car until the switch at the loop was reached. The rail was thrown so as to run the car into the barn, but the car was stopped before the switch was made. of the men, after a few minutes consultation, seized the trolley and shouted for help to run the car into the barn. The crowd, which had swelled to thousands, gave a great cheer, and as many as could put shoulders to the car, which slowly passed through the door. The road officers looked on, helpless, and did a splendid job at keeping a smiling face. The doors were then closed, and the men withdrew to await the next car. In this interval the doors flew open again, and caused another rush of the crowd. It was supposed another attempt was to be made to run the car, but it turned out that it was only an attempt to relieve the car of its trolley. This proved

difficult to do, and wassoon abandoned. It was not long before another ear arrived. This made the third, the first one reversing at the transfer-car and returning to the stable. For its motorman it had Mr. Anderson, whose popularity with the men is not of the pacifying order. Nothing more was heard of this car, but another soon arrived with a road officer at the motor, and with Superintendent Lewis acting as conductor. The car was forced to a stop half a square distant from the curve. Lewis held the trolley line, but a tall, strong man with a determined face, seized it and pulled it to one side. Lewis said nothing. He, too, kept remarkably cool for the position he was in. The trolly was swung to one side amid the shouts of the crowd. Mr. Frenzel viewed the incident from the third-story window again. At this moment there were cries from the throng, apparently uttered by outsiders and not the strikers, to cut the rope. Patrolman Hagerman then hurried forward and cauthe man holding the rope to avoid violence. The rope soon fell into the hands of some one who was an outsider. The patrolman then took it from him, and tied it down to the guard-rail. He was alone at the time, but detectives Page and Kinney soon arrived. "We can do nothing," said the patrolman

except to prevent violence to the company's property. By this time a North Indianapolis vestibule car arrived, and was subjected to the same treatment. The trolley was seized and tied down. The cars remained here until an arrangement was made between Hadley, a captain at the barn Under an impression that the men at the motors were acting for the company. a great many cries of "scab," "hit him with a brick," etc., were uttered, but as a rule by boys and those who wished to aggra-

A BRICK THROWN BY A BOY. It was noticeable that most of the employes acted firmly, but quietly. The noise and confusion of calls, jeers, came from outsiders, Only act of lawlessness was committed, and that was by boy, who was heard to say just after an exciting moment: "Give me a brick." The missile flew over the heads of Superintendent Colbert and Captain Quigley, and broke the glass of the head end window of the vestibule. No one saw who threw the brickbat who would acknowledge it afterward. The attention of the crowd was just at that time upon the officers. After the arrival of Captain Quigley and patrol-man Wilson, who had been tele-phoned for by Mr. Frenzel, Mr. Lewis proposed to Captain Quigley that, if allowed to do so, the cars would be run back to their respective barns and left there. Two belonged to the College-avenue barn, one to the Thirteenth-street barn and one was a North Indianapolis car. The captain, Hadley, agreed to Lewis's proposition after Captain Quigley had mounted a car step and announced the offer. Hadley had not taken time to consult with the leaders at the barn, and, when the purpose became known. it was promptly sat down on. By this time Superintendent Colbert had arrived and, with Quigley and several other officers, he made an effort to clear the track. That was an easier matter than to move the car. George Smith, one of the most determined of the men, said: t is a mistake to let it go."

'No, that car can't move away from here. He was attempting to throw the switch when Superintendent Colbert made a lunge at him and swept him and others t of the way. It was but second, however, until Smith had the trolley, and was tying it out of reach of the wire. It was a moment of great excitement, and just then was heard the crash of the glass. Among the employes and other trades-union men this was emphatically condemned in words such as these: "That's a bad move;" "I don't like to see that;" "Be careful of the company's

These were such expressions as greeted the ears of the Journal reporter, who was an eye-witness. The cars were then moved back in the Louisiana-street barn and left "We are not able," said Superintendent

Lewis, "to move the cars with the men we

Only Round Trip Made. One round trip was made yesterday afterneon on the College-avenue electric line.

ing cold or stand in the open weather. But | enabled without much difficulty to get | board of directors, they | the directors | will car back to the College-avestables. There it was captured the strikers and locked up. On the round trip about twenty passengers were taken on. Those twenty people were, with the exception of a few policemen and these in charge of the cars, the only ones who enjoyed the distinction of riding on street cars yesterday.

No round trips were made on any of the other lines, In all, five motors were taken out and by 4 o'clock they were all in the hands of the strikers. It was conceded then that no further attempt would be made to run cars yesterday or last night, and at80'clock President Frenzel confirmed the opinion as being true.

"Grounding" the Wires. At 4 o'clock yesterday afternoon the discovery was made at the power-house on Louisiana street that the wire on the Illinois-street line was grounded. The foreman at once sent out some of the company's linemen, who found that the strikers had thrown a piece of barbed wire over the wire at the Fall-creek bridge and had attached it to the iron railing of the bridge, thereby cutting off the current, The wire was cut loose, but the linemen had scarcely reached the barn when it was again discovered that the wire was grounded. They were again sent out, and found that the barb-wire had been brought into use a second time at the same place. A third time the circuit was cut, and at 9 o'clock last night the linemen had been unable to locate the difficulty. About 6 o'clock one of the strikers met a lineman

on Illinois street. "I'll give you \$100 if you succeed in cut-ting the wire this time," said the striker. It was ascertained at the power-house that the wires on the other lines were all

Situation After Midnight. The situation at 1:30 this morning was perfectly quiet about the Louisians-street barn. A group of boys and men, some of whom are employes, stood around a fire as s guard. Most of the men, however, had gone home to get a little sleep and rest. An effort was made to start the dynamos between 12 and I o'clock, but without success. It is thought the start was made to test the line to discover whether the metallic circuit is really broken. No at-

tempt was made to start any cars out.

But One, and He Was "Broke." Scarcely anything, no matter of how grave a nature, can turn up that somehing ludicrous does not occur. Yesterda afternoon Mr. A. A. Anderson, treasurer of the Citizens' Street-railroad Company, converted himself into a motorman, and started on a trip down town from the Collegeavenue stables. At Home avenue a man boarded the car. A few minutes later Mr. Anderson noticed that the passenger had disappeared. Calling the conductor forward, he asked him what had become of "After looking in his pockets," said the conductor, "be found that he had no money

to pay his fare and got off the car." An Enthusiastic Sympathizer. At one time, when one of the cars was about to start, under one of the strikers, from the Fair Block to the Louisiana stable, a big, raw-boned colored man, who did not understand the move, stood squarely in front of the car. "Don't yu'se move dat car," he said to the motorman, who shut off the current so

man Hagerman came up and ordered him off the track. "Don't yu'se touch me," he said. "Dat car can't run over me." The officer, who is a tall, powerful man, picked the obstruction up and tossed him

as not to run over him. Just then patrol-

to one side. The car then proceeded. At Thirteenth Street. The strikers adopted a novel manner of circumventing any attempt to get cars out of the Thirteenth-street barns. They bolted the doors and placed ladders up against them on which they alternately sat awaiting developments. A lot of old iron was also piled against the doors. One

WILL TRY TO RUN TO-DAY.

car was run from Thirteenth street during the afternoon, but it was "held up" at the

Louisiana-street stables.

President Frenzel Says the Cars Will Be Moving-Is He Importing Men? President Frenzel stated last evening to a Journal reporter that the company would endeavor to resume operations this morn-

"About twenty-five of the brotherhood men have expressed a willingness to go to work," said he, "and will consequently receive immunity from the order issued by the company to-day." "Do you expect to put tother men to work?" he was asked.

"Yes, we will try and get enough men to operate the lines. We do not anticipate that we will be able to operate all the lines, but our attention will be chiefly directed toward the most important opes." "Do you apprehend any trouble from the strikers in your effort to run cars?" "No. I do not believe there will be any trouble. It will be a roided if possible." Late last night it was currently reported that President Frenzel had thirty-five motormen from Chicago on their way to Indian-

him for a denial or confirmation of the story failed. The brotherhood, however, kept a close watch upon the incoming One fact that will increase his difficulty in securing labor in Indianapolis is that the ice men are to-day advertising for all the men they can get to cut and store ice and they say they have work for all who apply.

apolis to run cars to-day. Efforts to reach

WILL APPEAL TO THE DIRECTORS. Brotherhood Sends a Committee to Chicago

-Attitude of the Men. The brotherhood held a meeting last night, at the hall in the Griffith Block, to devise a further programme of action. A W. Wishard was present by invitation and made an address. He said his advice to the men would be to lay their case directly before the directors of the company at Chicago. "These men." continued Mr. Wishard, "are much more interested in making their road popular than in even a year's profits. I do not believe they have any knowledge or proper appreciation of your side of the case, such as they should have for intelligent action. There are a number of citizens who will willingly help you in this matter if you act right and refrain from lawlessness. If the company can find men to run their cars, let them do it, and, by all means, do not harm a parti-The meeting then adopted a resolution in accordance with the action suggested, and

pledging the members against any act of violence. The committee to confer with the directors was made to consist of Martin Dugan, the president of the brotherhood D. F. Kennedy, president of the Central Labor Union, and Mi. Wishard. These gentlemen met at the Denison House, after the meeting, and prepared the following letter, which was sent to Mr. Frenzel: Indianapolis, Ind., Jan. 10, 1892.

Hon. John P. Frenzel, President of Citizens' Street Dear Sir-We take this method of informing you that by a resolution passed this afternoon at a meeting of the Brotherhood of C. D., M. M. and C. of Indianapolis the undersigned were appointed a committee to visit the city of Chicago and present to the board of directors of the Indianapelis Street Railroad Company the interests of the employes relating to the present com-plications, by which the street-railway facilities in Indianapolis have ceased. We will present the same as soon as we can be heard by the board. We go to Chicago at 12:30 to-night.

M. M. DUGAN,

Pres. B. C. D., M. M. and C.
D. S. KENNEDY,

President C. L. U.

No reply to this was received and Mr. Frenzel did not accompany the committee.

Last evening President Dugan, of the brotherhood, furnished to the Journal the following statement of the attitude of the

"The attitude in which the employes of the company stand is that we feel like dealing with the principals of the company; that is, those holding the property interest. The board of directors all reside at Chicago, and the employes have never presented to them directly our position and claims in the controversy. There is no disposition to avoid Mr. Frenzel in his posi-

be the better prepared to act in the matter.
At the meeting of the members of the brotherhood Sunday afternoon a resolution was adopted, calling upon our members not to use violence or any unlawful means. In the request for free transportation, while the employees are on or off duty, we simply ask the same accommodations and facilities that other street-car companies and all railroads give employes."

STATEMENTS FROM BOTH SIDES. The Men Lay Their Case Before the Public

in an Open Letter. The following statement to the public was adopted at yesterday morning's meeting, and copies were placed in the hands of the committee to be given to each of the morning newspapers. The instructions must have been but partially carried out, for no copy was sent to this office. However, there is no reason why the whole brotherhood should suffer through this mistake, and the statement is herewith given in full: To the Public:

Friends—In order that you may fully understand the true status of affairs between the street-car company and its employes, we deem it necessary that we give you, through the press of the city, a true statement as to our duty to the street-car company and the rules we have to observe when off duty. It may be truly said that we are never entirely off duty, as you will readily see when you have learned what rules we have to observe while not on duty. to observe while not on duty. On all holidays, show days, fair times and on all other days when it is supposed there will be heavy travel the older and regular men are not,

under the rule, permitted to be off.

When off duty as well as on, if we see an accident we are commanded to assist in getting the names and residences of all the witnesses and all the facts connected therewith, and then re-pair to the Louisiana-street office, and there make out a full and complete report of the mat-ter, and failure to do so is a discharge. When off duty, no matter how urgent our bust ness may be, if they send for us to go to work, we have to obey, or refuse at our peril.

Whenever an accident occurs, the conductor or

driver, as the case may be, is compelled to go to the Louisiana-street office and make out a re-port, together with all the circumstances con-nected therewith; and it is very seldom the em-ploye does not lose a day's work in consequence thereof. Now Mr. Frenzel tells you that the company cannot afford to give us free rides. Ah! is that soi Let us recapitulate a little and see. The company has over \$7,000 of our money deposited to do business on for which we do not receive the

benefit of one farthing, as the following state-One hundred conductors deposit \$20 each.....\$2,000.00 One hundred drivers deposit \$15 each 1,500.00 Sixty-three drivers for conductors, \$10

Nine hundred pass badges......
One hundred conductor badges..... Five thousand whips per year ... One hundred and twenty switch-hooks

Interest at 6 per cent. per year....... 36,110.00 Now take the four years that the conductor have been on and we have \$1,466.40 interest added to the principal, which makes the neat little sum of \$7,576.40 that the company has of our money to run its business with, for which we do not receive the amount of a penny. Now does that look like the company could not afford to let us yide. to let us ride free when not on actual duty! Now, friends, we are not laying these matters before you as grievances, for we believe it to be our duty to protect the interest of our employer when off duty as well as when on duty. But while we do that we think we are entitled to some rights that the managers of the street-ear company should respect, and one of those rights is that we are entitled to a free ride while

off actual duty.
When Mr. J. C. Shaffer (thanks to his kind and noble heart) assumed the management of the street-car company as its president, it was not long until he saw the unfair treatment, the dis crimination, the disadvantages and inconven iences his men were laboring under, and at once, and without any solicitation from the employes, he caused pass-badges to be issued and given to his men, that they might ride free when and where they pleased. And now, after four years, to have a miserly, grasping management to step in and take the privilege from us (the only one we have) is more than we can stand.

Therefore, we call on all fair-minded citizens to come to our rescue and assist us in retaining the only privilege we have, and one which we are honestly and justly entitled to. Remember, this is not gratuity on the part the street-car company, for it has over \$7,000 of our money to use, which is worth \$450 per year to it. We have always tried to be conrteous and genteel to our passengers, and if you will come to our rescue we will endeavor to the very utmost to show our appreciation in the future. We are most sincerely your humble servants, MEMBERS OF THE BROTHERHOOD OF CAR DRIV-ERS, MOTORMEN AND CONDUCTORS.

The Company's Side. President Frenzel yesterday furnished the following, with the remark that it was all he had to say:

I am sorry the men have taken the stand of "g ing out." I feel that I have tried every honorab means to prevent the trouble. The proposit made to me on Jan. 5 by the committee, was promptly accepted, and I supposed that this would end the trouble. I had no knowledge of the proposed meeting of last night until late yesterday afternoon. At about 10:30 o'clock at night I met a committee of two of the brotherhood, and pleaded with them to do nothing rash; at least, before taking any extreme measures, to have a committee consult with me this morning. any time between the hours of 8 o'clock A. I

This is no contest over a principle involving either hours of work or wages. During last Sep tember I agreed with the brotherhood on schedule of wages, by which a substantial raise was conceded. The question at issue is whether or no the company shall control the matter of free riding on its cars. In my opinion the proposition of the committee of Jan. 5 accorded all that is reasonable and within the bounds of proper courtesy, and, so far as my information goes, is much more than admitted by most of the roads of this country.

I have the best of feeling for the men, and shall do nothing to provoke hostility, but will make every effort in my power, peaceably, to run the cars for the accommodation of the public.

J. P. FRENZEL, President.

Along with this was given the following explanation from Secretary Anderson: Men taking employment with the company as drivers are required to have \$15. This is for the purpose of making change to passengers. They are required to deposit this \$15 while they are on "subbing" or learning how to handle the ear and team. As soon as they are reported as com-petent the \$15 is turned over to them again for use as above stated. This \$15 is known as belt money, and is kept in boxes. When getting off duty drivers are required to deposit these boxes, containing the \$15, with the night foreman. The money is counted and placed in a safe, where it is kept until the driver reports for work again. This is done for the uriver's own protection, as it prevents his being robbed in going to and from work at late hours, and prevents his inadvertently spending or squandering the money.

Conductors are required to deposit with the company \$10 for the purpose of securing each day's receipts, which they turn in when finishing their day's work. Conductors are also required to carry \$10 for the purpose of making change. This \$10 for the purpose of making change is also known as belt money, and they are required to deposit it when finishing their day's work with the foreman of the stables for their own protection, as it prevents being robbed in going money is counted and placed in a safe, where it protection, as it prevents being robbed in going to and from work at late hours and prevents inadvertently spending or squandering the money.

Motormen are required to deposit with the company \$10, as it is often necessary to use them as conductors or, in event of losing their runs, having the deposit already made, they are eligible as conductors or drivers. These deposits are not used by the company but held inviolate for the purposes above stated

A. A. Anderson, Secretary and Treasurer.

CAUSE OF THE STRIKE.

Brief Story of the Steps That Led Up to the Stoppage of Traffic. The history of the causes of the strike may be briefly told. Under President Shaffer badges were issued to all employes of the company entitling them to free transportation on the cars. On the last day of the old year the employes found this notice posted up in all the barns. NOTICE TO EMPLOYES.

DEC. 30, 1891. On and after Jan. 1, 1892, the use of the employes' pass badges will be discontinued. Employes of the company heretofore having had pass badges fiving at a greater distance than six quares from the place where they begin or quit work can daily receive pass checks from their foreman to ride to and from their homes. Employes going from place to place on business of the company will also receive pass checks to ride at such times. Employes attempting to use these checks in any other way, or at any other time than set out above, will be dis-charged. J. P. FRENZEL, President. This caused much indignation among the employes, and on the night of Jan. 4, at their regular monthly meeting, they ap-pointed a committee, consisting of Martin Dugan, president of the brotherhood, Eli Hendricks and William Demott, to go to President Frenzel with a demand for the return of the badges. After a conference lasting several bours, on Jan. 5 this document was formulated and signed:

applies to drivers, motormen and conductors, and ask that the same be changed so that they may have the privilege of riding free on badges to be prepared by the company, providing that each driver, motorman or conductor shall be entitled to ride free to and from his place of beginning. ning or quitting work upon the display of his badge pinned upon the outside of his coat; also, that they shall have the privilege of one ride each day, upon the display of said badges as aforesaid, in addition to a ride to and from their places of beginning or quitting work to the city or to the terminas of any road; to go to the city or to the terminus of any road; it being intended that this additional ride shall be a continuous one, even though, for illustrabe a continuous one, even though, for illustration, the person asking the same wishes to ride from Haughville to Brightwood and back again; also that these same persons shall have the privilege of this single ride upon the first day that they may be off duty, but that if they shall choose to remain off duty more than one day the badge of the said person so intending shall be returned to his stable foreman and the deposit previously made for the badge returned to him.

When going on duty again such person shall, upon the proper deposit, receive back his badge. All badges are to be numbered and a proper record kept by you; until such time as said badges shall be prepared, the present check system to be maintained. We agree, also, in case the above proposition is accepted by you, that we will use every effort to prevent the abuse of the privilege granted by the company, and report to you at once the name of such person abusing said privilege, with the number of his badge. Subject to the approval of the Brotherhood of C. D., M. and C. Yours, respectfully.

E. HENDRICKS.

E. HENDRICKS. W. DEMOTT. M. DUGAN.

I accept the above proposition.
J. P. FRENZEL, President. This agreement the men repudiated, saying that the committee had exceeded its authority. The next step was the meeting yesterday morning, when a committee was again sent to President Frenzel, and he declined to treat further with them. Then came the strike.

LABOR WILL STAND TOGETHER. Central Union and Other Organizations

Are Supporting the Strikers. The strike will be indorsed by the Central Labor Union, which means that it is approved by the thousands of organized laborers. The delegate union will meet tonight at Mansur Hall. The painters, who are looked out, are in particular sympathy with the strikers, and at a meeting yesterday detailed a committee of three to watch each barn, in order to prevent any of the members of their union from assisting the company. A delegation of carpenters was also present to keep weak-kneed journeymen of this craft from interfering in behalf of the company. The exciting ingreat interest by these committees.

It is the purpose to prevent the cars from running to-day, and it was arranged that a hundred men should be present at the various motor-car barns when it should come time to start the cars. The rumbling sound of the great dynamos is a signal to the men in the vicinity that the current conveying power all along the electric lines is making its rapid course and is ready for work. The company took great care yesterday to keep every unfriendly face out of the power and dynamo-room.

THE SERIOUS RESULTS.

Mail-Carrier Service Will Be Seriously Disarranged-Thirty-Five Thousand Fares. The serious results as regards traffic are now confronting the people, should the present strike be protracted for any length of time. One of the most important things to consider is the hindrance to the mail-carrier system. There are seventy-six mail-carriers who wear badges paid for by the government, which entitle the men street-car transportation. Those who carry in the districts cutside the business portion of the city depend entireon the street cars to hanl them to where their work begins, and only those are furnished with carts whose districts are not penetrated by street-car lines. It can easily be seen that the mail service in the city will be sadly disarranged by the strike. That the postoffice officials have no authority to furnish the men with horses

and carts but adds to the general condition of uncertainty. The great hardship caused by the strike, however, will fall upon men and women who live in one section of the city and are employed in another. In hundreds of cases people live two or three miles from their work, a distance which they will have to walk while the strike continues. During the prevalence of the cold snap it will be almost impossible for women and girls to get to and from their places of employment.

An adequate idea can probably be gained of the number of people who will be temporarily discommoded by the strike, when it is known that the average daily collection of fares by the Citizens' Street-railroad Company is about 35,000.

Police Told to Keep Still. President Hawkins, of the Board of Public Safety, held a long conference yesterday evening with Superintendent Colbert. When asked what the import of it was, the chief of police answered, "We must protect property and preserve the peace." Mr. Hawkins addressed the police at roll-call, telling them that they must act without favor in doing their duty. It is their place, he told them, to maintain an absolute silence as to the merits of the situation. If they have an opinion they must not ex-

Frenzel Will Not Resign. All day yesterday there were rumors flying around to the effect that Mr. Frenzel would, within the next day or two, resign from the presidency of the Citizens' Streetrailroad Company, and this opinion seemed to be prevalent among the brotherhood men, and with many of them it was a conviction. At 8 o'clock last night President Frenzel was asked if there was any truth in the rumor.
"Not a bit of it!" was his emphatic an-

swer.

For Brother Foulke to Consider Boston Transcript.

Those members of the Massachusetts Reform Club who have been decrying the civil-service reform of the present administration may be interested in reading Secretary Foster's plan for keeping an "efficiency record" among the classified employes of the Treasury Department. This is a matter which President Harrison has urged several times, and the adoption of it is a decided advance for civil-service reform. According to the plan proposed by Secretary Foster, seven elements of efficiency are to be recorded. These include punctuality, attendance, industry, aptitude, accuracy, conduct and ability, and the maximum standing in each is placed at 100. Of course, the success of this plan is largely depend-ent upon the good judgment of the chiefs of the divisions and bureaus, to whom the marking is largely left, but the salutary effect of the system in letting the employes understand that future promotion is dependent on steady work and not "on a pull" cannot be overestimated.

Small farms make near neighbors, they make good roads, they make plenty of good schools and churches. There is more money in proportion to the labor.

Popular Route to Chicago. The Pennsylvania Line runs two trains daily between Indianapolis and Chicago, carrying handsome Pullman parlor and sleeping cars.

NATURE'S balsam for all complaints of the lungs, the throat and the bronchial tubes is Haie's Honey of Horehound and Tar. Coughs and colds vanish as if by magic under its soothing, healing operation. Sold by all druggists. Pike's Toothache Drops cure in 1 minute.

BEST REMEDY CHILDREN SUFFERING FROM COLD IN HEAD.

SNUFFLES, CATARRH

able. Price 50 cents at druggists; by mail, regitered, 60 cents. ELY BROTHERS, 56 Warrestreet, New York.

PIANO FORTES EMIL WULSCHNER, Sole Agent





Brunswick, Ga. A PERFECT WINTER-RESORT HOTEL Opens Jan. 2. Send for Hinstrated Circular.
THE LELAND HOTEL COMPANY.
WARREN LELAND, JR., Manager.

STUDY—Sunday morning, January 10, of pneumonia, Mrs. Sarah L. Study, in the eighty-first year of her age. Funeral services Monday afternoon, at 3 o'clock, at the residence of William M. Locke, 1095 North Dimois street. Burial at Richmond, Ind. SOCIETY NOTICES.

MYSTIC TIE LODGE, NO. 398, F. AND A. M.—
Stated meeting in Masonic Temple, at 7:80
o'clock this evening. Installation of officers.
W. A. MCADAMS, W. M. WILLIS D. ENGLE, Secretary.

WANTED-FEMALE HELP. WANTED-WHITE GIBL TO DO GENERAL housework. Work light. Good wages. No 476 North Tennessee stree . WANTED-MISCELLANEOUS.

WANTED - GOOD COOK; EXTRA GOOD wages. 210 College avenue. WANTED - GOOD CANVASSERS. CALL AT 83 East Market street, between 10 and 11 WANTED-\$6,000 TO \$10,000-PARTY HAV ing above amount to invest or loan, may have (or control) a paying position in manufacturing com-WANTED-THE INDIANAPOLIS BREWING

VV Co. will want 500 men to work at the brewery and at ice-ponds. Brighton Beach; and, in addition, 150 double teams, next Monday, if the weather will WANTED-AGENTS WANTED IN EVERY town to introduce our goods. We have a new line with which agents can reap a harvest. Will pay a salary of \$75 per month if preferred, and furnish team free. Address at once, STANDARD SILVER-WARE CO., Boston, Mass. WANTED—WE WANT A SALESMAN TO sell Lubricating Gil to users in Indianapolis and Southern Indiana. One who believes and can make others see that an article is cheap because it is good. Do not waste your time and ours in applying, unless you thoroughly believe in the principle. The man who can fill this requirement can obtain a permanent situation and a good silary—need not necessative have sold alls. Appointment for personal inrily have sold oils. Appointment for personal in-terview will be made with suitable applicants at In-dianapolis. Address, with age, previous business ex-perience a d references, which must be exception-ally good, VACCUM OIL COMPANY, 41 Johnston Building, Cincinnati, Ohio.

MOTICE-THE PEW LETTING OF TH Second Presby terian Church will occur at 7:80

FOR RENT-MISCELLANEOUS. LOR RENT-FACTORY BUILDING TO RENT I with power; boiler and engine for sale, chear Wood-working machinery for sale at a bargain. East South street. FOR RENT-A VERY HANDSOME SUITE OF two or three unfurnished rooms, in a house with all modern conveniences. Private family. Address M. M., Journal office.

FOR SALE-MISCELLANEOUS. FOR SALE-ON EASY TERMS-TWO NEW Cottages on Florence street, Jefferson Park.
LYNN B. MARTINDALE, No. 5 Talbott Block AUCTION SALE.

A UCTION-SALE OF TOBACCO, CIGARS, BTO A UCTION—SALE OF TOBACCO, CIGARS, BTC.

A To the Trade: We will sell on Tuesday meraing, San. 12, at 10 o'clock, at our room, No. 139 West
Washington street, in lots to suit dealers, about forty
caddies plug tobacco, embracing "Star," "Newsboy"
and all the favorite brands; ten pails "Meadow" and
"Chesapeake" fine-cut chewing tobacco; about 500
pounds smoking tebacco, including "Green Back,"
"Mail Pouch," "Brier Pipe" and other varieties;
twenty thousand assorted, fine cigars, ranging in
price from \$20 to \$60 per thousand. Also a quantity
of presses, tools and molds suitable for manufacturing, These goods are all of the best quality, having
been sengus from a house going out of the business.
Terms, cash. Sale positive. GUSTIN & M'CURDY,
Auctioneers.

FINANCIAL. LOANS-MONEY ON MORTGAGES C. P. MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbott & New's Block. SIX PERCENT. ON CITY PROPERTY IN IX. LOANS-MONEY ON WATCHES, DIAMONDS jewelry, without publicity. CITY LOAN OF-FICE, 57 West Washington street. MONEY TO LOAN ON FARMS AT THE LOW M es: market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.



Indianapolis Business Universit Y

trim-looking motor car. The strikers were orderly, sober and polite, but vigilant. Everybody seemed to be beat of humor, and the men kept up circulation by singing, dancing and stamping their feet on the streets were align and stamping their feet on the smooth in the college-avenue electric line. Shortly bleak appearance to the control of the College-avenue electric line. Shortly bleak appearance to the men of the College-avenue electric line. Shortly bleak appearance to the men of the College-avenue electric line. Shortly bleak appearance to the men of the College-avenue electric line. Shortly before 3 o'clock Treasurer Anderson and the men claim in the control of the company. There is no on the College-avenue electric line. Shortly before 3 o'clock Treasurer Anderson and the mind street of the control o